Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2070

Name: 3071/MD 128 over Western Md. Railroad

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder _____ Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze _____ Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. BA-2070

SHA Bridge No. 3071 **Bridge name** MD 128 over Western Maryland Railroad

LOCATION:
Street/Road name and number [facility carried] MD 128 (Butler Road)

City/town Glyndon **Vicinity** _____

County Baltimore

This bridge projects over: Road____ **Railway** X **Water** _____ **Land** ____

Ownership: State X **County** _____ **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes X **No** _____
National Register-listed district ____ **National Register-determined-eligible district** __
Locally-designated district _____ **Other** _____

Name of district Glyndon Historic District

BRIDGE TYPE:
Timber Bridge _____:
Beam Bridge _____ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:
Swing _____ **Bascule Single Leaf** __ **Bascule Multiple Leaf** _____
Vertical Lift _____ **Retractile**_____ **Pontoon** _____

Metal Girder_____:
Rolled Girder _____ **Rolled Girder Concrete Encased** _____
Plate Girder _____ **Plate Girder Concrete Encased** _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X:
Concrete Arch_____ **Concrete Slab** X **Concrete Beam** ____ **Rigid Frame** _____
Other _____ **Type Name** _____

BA-2070

DESCRIPTION:

Setting: Urban _____ **Small town** ____X____ **Rural** _____

Describe Setting:

Bridge No. 3071 carries MD 128 (Butler Road) over the Western Maryland Railroad in Baltimore County. MD 128 runs east-west and the Western Maryland Railroad runs north-south. The bridge is located in the town of Glyndon and is surrounded by open space, a railroad station constructed in 1879, and late-nineteenth and early-twentieth century single family dwellings.

Describe Superstructure and Substructure:

Bridge No. 3071 is a 5-span, 2-lane, concrete slab bridge. The bridge was originally built in 1947. The structure is 214 feet long and has a clear roadway width of 30 feet; there are two (2) sidewalks each measuring 4 feet wide. The out-to-out width is 40 feet. The concrete slab measures 2 feet, 8 inches thick and it has a bituminous wearing surface. The structure has solid concrete parapets with stone veneer and a concrete coping. The parapet endposts are topped with decorative urns. The roadway approaches slope up to the bridge. A date plaque on the north parapet reads as follows:

Glyndon Bridge
Built-1947
Designed by: George W.M. Stephens and Associates and Palmer and Lamdin
Constructed by: Allied Contractors, Inc.

The substructure consists of two (2) concrete abutments with stone veneer and four (4) concrete piers with stone veneer and concrete caps. The bridge is posted for 27.5 tons and has a sufficiency rating of 87.7.

According to the 1996 inspection report, this structure is in satisfactory condition with structural elements showing only minor deterioration. The asphalt wearing surface has recently been replaced and is in good condition. The concrete has cracking in the slab, abutments, and mortar joints of the piers. The piers also have loose stones. Also, the concrete parapets have loose stones and cracking in the concrete coping.

Discuss Major Alterations:

Inspection reports from 1996 indicate that the deck was overlaid and the joints modified in 1994.

HISTORY:

WHEN was the bridge built: 1947
This date is: Actual ____X____ **Estimated** _____
Source of date: Plaque __X__ **Design plans** ___ **County bridge files/inspection form** ___
Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

WHO was the designer?

According to the plaque on the bridge, the structure was designed by George W.M. Stephens and Associates and Palmer and Lamdin.

WHO was the builder?

According to the plaque on the bridge, the structure was built by Allied Contractors, Inc.

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character ____X____

The bridge is located in the Glyndon Historic District, which is listed on the National Register of Historic Places. Although the bridge appears to post-date the district's period of significance, the structure does not visually detract from the appearance of the district. Furthermore, the bridge is individually eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete slab bridge construction. The structure has a high degree of integrity, retaining such character-defining elements of the type as the slab, parapets, abutments, and piers, and is a stylized combination of concrete and masonry veneer construction in the late 1940s. Palmer and Lamdin, known society architects, were responsible for the Late Art Deco or early Moderne design of the bridge.

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be

handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

This bridge is located within the Glyndon Historic District, which is listed on the National Register of Historic Places. According to the National Register nomination form, the district is significant as a turn of the century community. Although the bridge was constructed in 1947 and therefore appears to post-date the period of significance, the bridge does not visually detract from the historic appearance of the district.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete slab bridge, possessing distinctive ornamentation and design. Bridge 3071 possesses a distinct style and design for a concrete slab bridge. It is a good example of a bridge with Moderne or Late Art Deco influences. According to the Maryland Historic Bridge Inventory, the Glyndon Bridge is one of the few structures of its type to have benefitted from the design input of an architect, the firm of Palmer and Lamdin.

Does the bridge retain integrity of important elements described in Context Addendum?

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original slab, parapets, abutments, and piers.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

This bridge is a significant example of the work of George W.M. Stephens and Associates and Palmer and Lamdin.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

Ketchum, Milo S.
1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon
1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Maryland State Highway Administration
Draft of Maryland Historic Bridges Inventory. State of Maryland, State Highway Administration, Baltimore, 1991.

Maryland State Roads Commission
1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

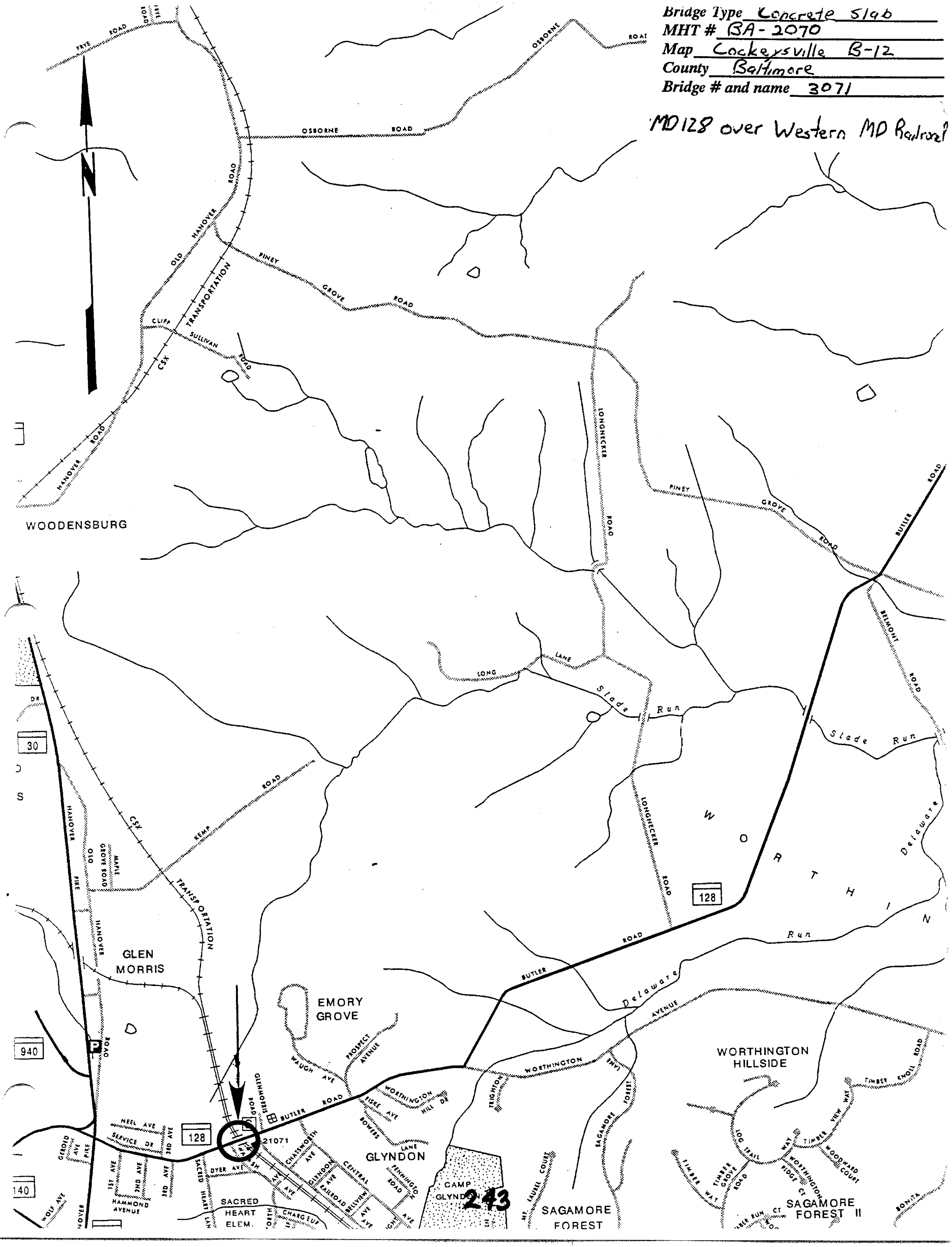
1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski
1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

Bridge Type Concrete Slab
MHT # BA-2070
Map Cockeysville B-12
County Baltimore
Bridge # and name 3071

MD 128 over Western MD Railroad



N
FRYE ROAD
OSBORNE ROAD
OLD HANOVER ROAD
PINEY GROVE ROAD
CSX TRANSPORTATION
CLIFF
SULLIVAN ROAD
HANOVER ROAD
WOODENSBURG
LONGNECKER ROAD
BUTLER ROAD
BELMONT ROAD
LONG LANE
Slade Run
KEMP ROAD
WORTHINGTON
Delaware Run
HANOVER PIKE
OLD GROVE ROAD
MAPLE
GLEN MORRIS
EMORY GROVE
WAUGH AVE
PROSPECT AVENUE
WORTHINGTON AVENUE
WORTHINGTON HILL DR
GLENMORRIS ROAD
30
128
940
140
NEEL AVE
SERVICE DR
GEROLD AVE
1ST AVE
2ND AVE
3RD AVE
HAMMOND AVENUE
WOLF AVE
DYER AVE
SACRED HEART LANE
SACRED HEART ELEM.
21071
CHATSWORTH AVE
GLYNDON AVE
RAILROAD AVE
BELVIEW AVE
CENTRAL AVE
FENNINGTON ROAD
GLYNDON
CAMP GLYNDON
243
MT. LAUREL COURT
SAGAMORE FOREST
TRIGHTON
WORTHINGTON HILLSIDE
LOG TRAIL
TIMBER GROVE ROAD
TIMBER WAY
TIMBER VIEW WAY
TIMBER KNOLL ROAD
WOODWARD COURT
WORTHINGTON RIDGE CT
SAGAMORE FOREST II
BONITA

1. BA - 2070
2. MD 128 over Western MD Rail
3. Baltimore County (307)
4. Eric Griffiths
5. 3/97
6. MD SHPO
7. south elevation
8. 1 of 6

1. BA 3070
2. MD 28 over Western MD Rail
3. Baltimore County (307)
4. Eric Griffith
5. 3/97
6. MD SHPO
7. Last approach
8. 2 of 6

1. BA-2070
2. MD 128 over Western MD Rail (3071)
3. Baltimore County
4. Eric Griffitts
5. 3/97
6. MD SHPO
7. west approach
8. 3 of 6

1. BA - 3070

2. MD 128 over Western Run

3. Baltimore County (3071)

4. Eric Griffitts

5. 3/97

6. MD SHPO

7. north elevation

8. 4 of 6

1. BA-2070
2. MD 128 over Western MD Road
3. Baltimore County (2011)
4. Eric Griffitts
5. 3/97
6. MD SHPO
7. detail of slab pier
8. 5 of 6

1. BA-2070
2. MD 128 over Western MD R.R.
3. Baltimore County (397)
4. Eric Griffitts
5. 3/97
6. MD SHPO
7. detail of east abutment
8. 6 of 6

9100448

CONTRIBUTING RESOURCE
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property Name: Bridge #3071 Survey Number: BA 2070

Property Address: MD 128 over Western Maryland RR, Glyndon, Baltimore County

Project: Repair of Bridge #3071 Agency: FSHA

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

District Name: Glyndon Historic District Survey Number: BA 2210

X Listed ___ Eligible _____ Comment

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F X G ___None

The resource X contributes/___ does not contribute to the historic significance of this historic district in:

X Location X Design X Setting ___ Materials

X Workmanship ___ Feeling X Association

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge #3071 is a notable feature in the Glyndon Historic District. Constructed c. 1947 the bridge is a fine example of the Moderne style. Typically concrete bridges constructed in Maryland from the 1930s on used undisguised construction techniques. The Glyndon Bridge is sheathed in stone and reflects Moderne design influences. These influences are particularly obvious in the large stylized concrete urns at each terminus of the flared parapet walls. The bridge, constructed by the State of Maryland, is unusual in having been designed by a team which included architects, the firm of Palmer and Lamdin.

Although outside the period of significance for the Glyndon Historic District, the bridge contributes to the district through its fine design. Moreover, the unusual attention to design suggests a recognition by the state of the special aesthetic qualities of Glyndon. The residential community is characterized by a variety of architectural styles of the late 19th century through the early 20th century. Glyndon's early growth was spurred by the arrival of the railroad in 1860. With the rise of the automobile, the summer resort became a full-time community. The bridge, which carries Maryland Route 128 over the Western Railroad right-of-way, reflects the confluence of the two modes of transportation which shaped Glyndon.

Documentation on the property is presented in: Inventory Form BA 2070

Prepared by: John Hnedak, augmented by Rita Suffness

Elizabeth Hannold 1/2/92
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

R Lundeen 6 Jan 92
Reviewer, NR program Date

Survey No. BA 2070

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
_X_	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

_____	Paleo-Indian	10000-7500 B.C.
_____	Early Archaic	7500-6000 B.C.
_____	Middle Archaic	6000-4000 B.C.
_____	Late Archaic	4000-2000 B.C.
_____	Early Woodland	2000-500 B.C.
_____	Middle Woodland	500 B.C. - A.D. 900
_____	Late Woodland/Archaic	A.D. 900-1600
_____	Contact and Settlement	A.D. 1570-1750
_____	Rural Agrarian Intensification	A.D. 1680-1815
_____	Agricultural-Industrial Transition	A.D. 1815-1870
_X_	Industrial/Urban Dominance	A.D. 1870-1930
_____	Modern Period	A.D. 1930-Present
_____	Unknown Period (___ prehistoric	____ historic)

III. Prehistoric Period Themes:

_____	Subsistence
_____	Settlement
_____	Political
_____	Demographic
_____	Religion
_____	Technology
_____	Environmental Adaption

IV. Historic Period Themes:

_____	Agriculture
_X_	Architecture, Landscape Architecture, and Community Planning
_____	Economic (Commercial and Industrial)
_____	Government/Law
_____	Military
_____	Religion
_____	Social/Educational/Cultural
_____	Transportation

V. Resource Type:

Category: structure

Historic Environment: suburban

Historic Function(s) and Use(s): transportation

Known Design Source: Palmer and Lambdin


BUTLER RD.
WABASH AVE
DYER AVE
SACRED HEART LANE
CHATSWORTH AVE.
RAILROAD AVE
GLYNDON
SACRED HEART CATHOLIC CHURCH
750
BA-2070


D
BA-2070
7.5 MINI
NI
5663 III SE
(HAMPSTEAD)
47'30"
345
348
Glade
Gaging Sta
BM
399
BELMONT
Run
LONGNECKER
RD
lat. 39° 28' 06"
long. 76° 48' 15"
NORTHINGTON
Delaware
Councilmans
BUTLER
WORTHINGTON
AVENUE
431
Run
NOTE: The southeastern boundary of Glyndon Historic District---is determined by property lines which cannot be accurately reproduced on a USGS map. SEE: Architectural and Proposed Historic District, Glyndon, Maryland, the accompanying map with this NATIONAL REGISTER FORM.
Glyndon
Pool
BM
625
St Georges
Dyerlips
717
AVE
lat. 39° 28' 04"
long. 76° 48' 03"
BOND
St Lukes
Cem
WESTERN
GROVE
BONTZ
HARRISON
BM
585
Gwynns
MARYLAND
Richleigh
Sch
Hannah More Academy
Gwynnbrook
State
Farm
ACADEMY

BA-2070
Glyndon Bridge
1949
public

The Glyndon Bridge is a very rare example of stylishness in bridge design, one of the few such structures to have benefitted from the design input of an architect, the firm of Palmer and Lamdin. A very fine example of Moderne or late Art Deco style.

3071

MARYLAND HISTORICAL TRUST

BA-2070

MAGI # 0320703817

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Glyndon Bridge

2 LOCATION

STREET & NUMBER

Maryland Route 128 over Western Maryland Railroad right-of-way

CITY, TOWN

Glyndon

___ VICINITY OF

CONGRESSIONAL DISTRICT

2nd

STATE

Maryland

COUNTY

Baltimore

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME Maryland Department of Transportation
State Highway Administration

Telephone #:

STREET & NUMBER

CITY, TOWN

STATE, zip code

___ VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Baltimore County Court House

Liber #:
Folio #:

STREET & NUMBER

CITY, TOWN

Towson

STATE

MD

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION BA-2070

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glyndon Bridge, which carries Maryland Route 128 over the Western Maryland Railroad right-of-way just west of the town of Glyndon in Baltimore County, is a 380' span of concrete with a coursed rubble stone veneer, the two lane roadway is 41' wide including a narrow medium strip and sidewalks on the outside. The stone parapets which flank the roadway are finished with a coping of concrete. They terminate by flaring slightly away from the center of the road, curving back, scroll-like, to provide for four large concrete urns. The urns are decidedly "modern", as is the steel guard rail which extends from the N-E parapet. The urns are lighted from beneath by concealed lamps, an effect which was highly regarded by practitioners of the modern style. These decorative details are responsible for the general "deco" appearance of the structure.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

BA-2070

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	X ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1942

BUILDER/ARCHITECT Palmer & Lambdin, Architects

STATEMENT OF SIGNIFICANCE

The Glyndon bridge is most notable for its stylishness, a rare characteristic of bridge design. The structure may be classified as "modern", a term which refers to a late (1930s and 1940s) development of the Art Deco style. The style's most exhuberant expressions are to be found in bus terminals, train stations and even gas stations. The expression of forward motion was the essence of the style, found in the use of horizontal elements dominating rhythmically spaced verticals, as in the guard rails of the Glyndon bridge, and of "aerodynamic forms" like the rounded parapets. The style is well suited to transporation related structures.

Most bridges built by the state of Maryland in the 30s and 40s used undisguised concrete construction techniques, and bridges like the one at Glyndon are extremely rare. Besides the stylistic devices mentioned earlier, the fact of its being a concrete structure sheathed in non-essential stone suggests an uncommon aesthetic striving. This is not inconsistent with the upper middle class tone of the town of Glyndon.

The bridge is unusual in having been designed by a team which included architects, the firm of Palmer and Lambdin.

CONTINUE ON SEPARATE SHEET IF NECESSARY

BA-2070

9 MAJOR BIBLIOGRAPHICAL REFERENCES

see continuation sheet,

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Reisterstown

Quadrangle Scale: 1:24 000

UTM References:

18.343420.4370900

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION — DATE

Maryland Historical Trust — 1980

STREET & NUMBER — TELEPHONE

21 State Circle — (301) 269-2438

CITY OR TOWN — STATE

Annapolis — Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

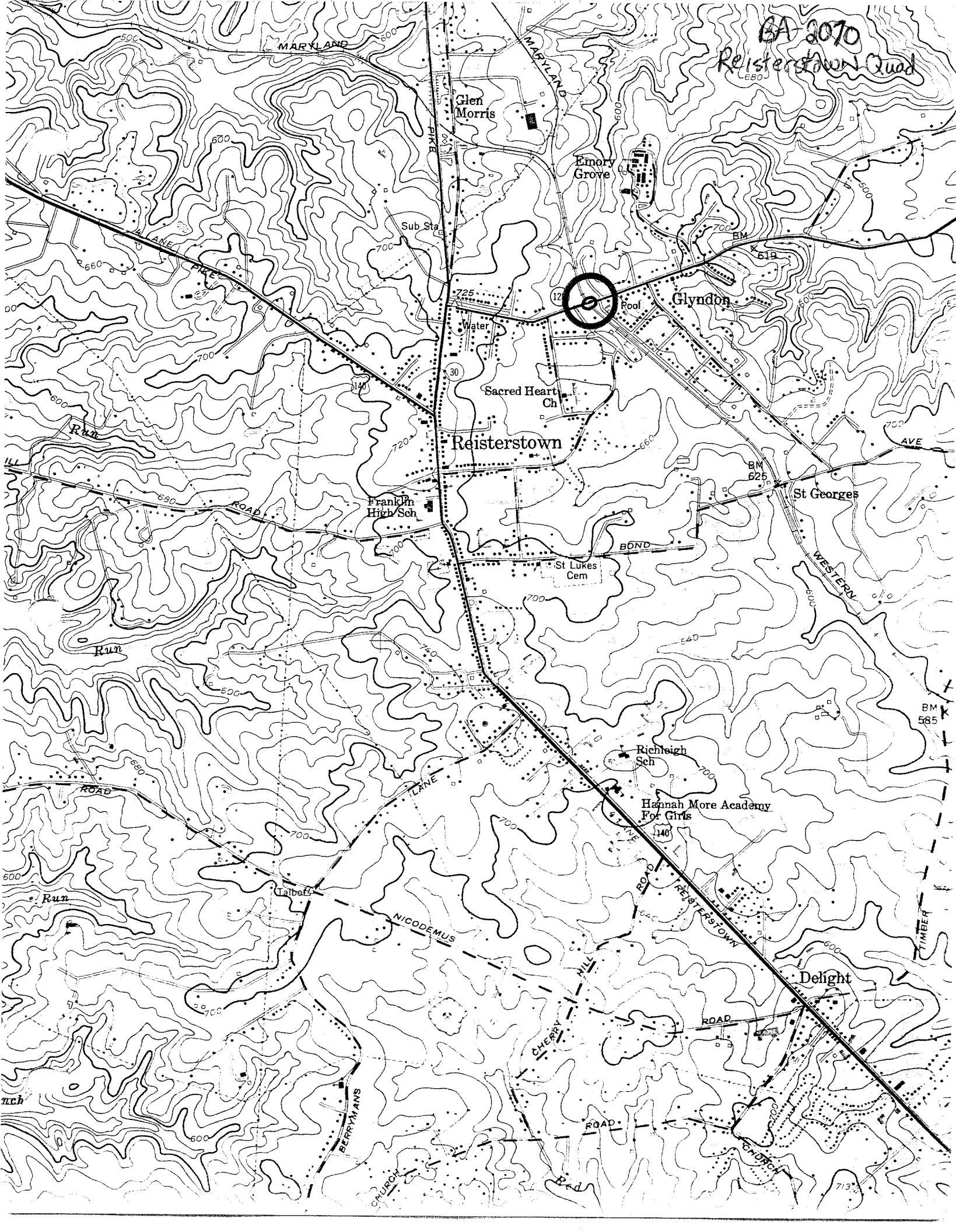
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

BA-2070
Glyndon Bridge

9. Bibliography

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Maryland.

Condit, Carl, American Building Art, 20th Century, New York, Oxford University Press, 1961.


BA-2070
Reisterstown Quad
MARYLAND
PIKE
Glen Morris
Emory Grove
Sub Sta
BM 619
Glyndon
Pool
Water
Sacred Heart Ch
Reisterstown
AVE
BM 625
St Georges
Franklin High Sch
ROAD
BOND
St Lukes Cem
WESTERN
Run
Richleigh Sch
Hannah More Academy For Girls
LANE
Galbeff
NICODEMUS
HILL
CHERRY
Delight
TIMBER
BERRYMANS
CHURCH
Red

BA-2070
Glyndon Bridge
M/DOT
Hnedak/Meyer
Summer ~~1978~~ 1980